Mr. President : According to our rules, whenever motions relating to some demand are offered, they shall be discussed in the order in which the heads to which they relate appear in the budget. There are various sub-heads in the budget. For example, if you take P. W. Department, you find Civil Engineering, Communications, Irrigation, etc. With a view to get priority for their motions some hon'ble members have given notice of their cut motions under the first head, even though all of them do not come under that head. Such a practice is not regular. So we should take up these motions strictly in the order in which the various sub-heads appear in the budget. Take for example the very first motion of Mr. B. M. Peter which brings to the notice of the Government the insufficiency of the amount provided in the budget for the protection of places to the south of Manacheri from sea erosion. It will come under irrigation. It cannot be discussed until 'Irrigation' is reached. Then Mr. Ikkanda Warriar's motion regarding the tolls should come under Revenue Department.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Sir, I find from the budget that the revenue from tolls is receipted to the P. W. D. So I could not bring it under the other head.

Mr. V. J. Mathai *(Planters):* As regards the other motions which have now been tabled under this head, may I know whether they will not be taken up for discussion ?

Mr. President : They will be taken up later on in the order of the budget heads.

Mr. V. J. Mathai *(Planters):* Suppose there are two or more motions under one head. In which order will they be taken up for discussion ?

Mr. President : They will be taken up in the order in which they are received in the Office.

Cut Motion No. 1.

To abolish toll on Vehicles passing over the Cochin Bridge.

*Mr. E. Ikkanda Warriar *(Cheruthuruthi): To reduce the allotment of Rs. 11,522 for Overseers by Re. 1. (To request the Government either to abolish the toll altogether levied on vehicles passing over the Cochin Bridge or to levy it only on those not registered in Cochin State).* The House is aware that what was formerly known as the Shoranur bridge in the Bharatha River was repaired recently at a cost of about 50 to 60 thousand rupees and re-named the Cochin Bridge. Unfortunately, although there was no practice obtaining in this State to levy tolls on bridges separately, Government thought it fit to levy a special toll on all vehicles that pass over that bridge, at a rate, I think, which is 50 per cent of the usual rates.

*Speech not corrected by the hon'ble member.

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Sir, the levying of this toll has caused great hardship to persons in my constituency. Not only that it establishes a new principle by which Government is to levy tolls on roads or bridges upon which particular sums of money have been spent, but also it works great hardship to the people. It may be said that the Government have spent money on the bridge not from the revenues, but that the amount spent on it was charged to the capital. And probably under the cover of that, the Government began to levy a toll on this bridge.

I was told that there was another reason why the Government thought it fit to levy a toll and that was because of the refusal of the Malabar District Board in contributing their 50 per cent as they used to do when we either construct a bridge or repair a bridge belonging to both countries.

Sir, whether the amount spent on the bridge is charged to capital or not, I am looking at this question only from the viewpoint of the hardships caused to the public. Suppose we have to go from Shoranur to Karupadanna, a distance of about 40 miles. We have to stop at nearly 7 or 8 toll gates and pay 4 tolls, one on this bridge another at the Talappalli taluk toll, then at the Trichur Municipal toll and the Irinjalakkuda Municipal toll.

Mr. A. Eachara Menon *(Chittur-Rural):* What about an outsider?

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Whether one belongs to outside the State or to the State he has to stop at eight places and pay 4 tolls.

The next toll that you have to pay after paying at the Cochin Bridge will be about 4 or 5 miles from that place. The distance between these two tolls is too small that the people find it all the more irksome to pay the tolls. I therefore submit that no principle is involved in this practice of spending money on bridges and then levying a special toll. Such a practice should be put a stop to. In cases where the neighbouring State refuses to contribute either to the repair or to the construction of the bridge, the policy ought to be to charge on those who come from outside, i. e., to charge on those cars or vehicles which have not been registered in this State. That is why I have so worded my cut motion as to levy it only on those vehicles not registered in Cochin State. Those foreigners who have not registered their cars or carriages in Cochin should be compelled to pay a tax. If the Government cannot find its way to abolish the toll, I request them to levy it only on those cars which are not registered in Cochin State. A difficulty may arise, inasmuch as there is provision only for the registration of cars and no provision for the registration of bullock-carts and other small vehicles. I would respectfully submit Sir, by a suitable amendment to the rules under

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the Hackney Carriages Act, Government can do away with that difficulty, so that there may be no practical difficulty for enforcing this suggestion. I therefore request that the Government will be pleased to accept this motion and I request all the hon'ble members to support this motion.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli):* I second the motion.

മിസ്റ്റർ സി. വി. ഐയ്യു : മിസ്റ്റർ പ്രസിഡണ്ടു്, സർ, ഈ ഉപക്ഷേപത്തെ ഞാൻ എതിർക്കുന്നു. കൊച്ചീരാജ്യത്തിന്റെ അതൃത്തിയിൽ പാലമില്ലാത്ത സ്ഥലങ്ങളിൽ റോഡുകൾ ചെന്നവസാനിച്ചിട്ടുണ്ടു്. അവിടെയെല്ലാം പാലങ്ങൾ ഉണ്ടാക്കുന്നതു നല്ലതാണു്. സാമ്പത്തികമായ നിലയിലും ഈ തത്വം വളരെ നല്ലതാണു്. ഞാൻ ഇന്നലെ കാളവണ്ടിക്കു ചുങ്കം കുറക്കേണ്ട കാര്യത്തെപ്പറ്റി പറയുകയുണ്ടായി. കാളവണ്ടിക്കു ചുങ്കം കുറവാക്കണമെന്നുള്ള അഭിപ്രായക്കാരനാണു് ഇപ്പോഴും ഞാൻ. പക്ഷെ ബഹുമാനപ്പെട്ട ചെയർമാൻ മെമ്പർ അദ്ദേഹത്തിന്റെ നിയോജകമണ്ഡലത്തിലുള്ള ഏതെങ്കിലും ചില പ്രധാനികളുടെ കാര്യം പറയണമെന്നുള്ള ഉദ്ദേശത്തോടുകൂടി മാത്രമല്ലാതെ വേറെ ഒന്നുകൊണ്ടുമല്ല ഈ ഉപക്ഷേപം കൊണ്ടുവന്നിട്ടുള്ളതെന്നല്ലാതെ വേറെ ഒരു അർത്ഥവും ഇതിനില്ല. ബഹുമാനപ്പെട്ട ചെയർമാൻ നിയോജകമണ്ഡലം മെമ്പർ രാഷ്ട്രീയാഭിപ്രായങ്ങളോടു യോജിച്ചുനില്ക്കുന്ന കോൺഗ്രസ്സുകാരുടെ ഭൂരിപക്ഷംകൊണ്ടു ഭരിക്കുന്ന മദിരാശിസംസ്ഥാനത്തിലുള്ള മലബാർ ജില്ലയിലെ ഡിസ്ട്രിക്ടു് ബോർഡുകാർ ഭാരതപ്പുഴക്കു് ഒരു പാലം കെട്ടി അവിടെ ചുങ്കം വെച്ചുകിട്ടണമെന്നു മദിരാശിഗവർമ്മെണ്ടിനോടു് അപേക്ഷിച്ചിട്ടുള്ളതായി എനിക്കറിയാം. അതുപോലെ മലബാർ ഡിസ്ട്രിക്ടു് ബോർഡുകാർ ചൊവ്വല്ലൂർ പടിനിന്നു് ഗുരുവായൂർ വരെ ഒരു റോഡു പണിയുവാൻ അനുവദിച്ചിട്ടുള്ളതായി ഞാൻ കടലാസ്സിൽ വായിച്ചു. അതിനു വേണ്ടി കുറെ സംഖ്യ കൊടുക്കാമെന്നു് ഇവിടത്തെ റോഡുബോർഡ്പ്രോഗ്രാമിൽ ഉണ്ടു്. ബാക്കി സംഖ്യ മലബാർ ഡിസ്ട്രിക്ടുബോർഡ് എടുക്കുന്നില്ലെങ്കിൽ മുഴുവൻസംഖ്യയും നമ്മുടെ ഗവർമ്മെണ്ടു ചിലവാക്കി ആ പാലം പണിയിച്ചു് അവിടെ ഒരു ചുങ്കം വെക്കുന്നതു നന്നായിരിക്കും. രാജ്യത്തിന്റെ അതൃത്തിയിൽ എവിടെയെല്ലാം പാലം പണിതു ചുങ്കം വെക്കുവാൻ കഴിയുമോ അവിടെയെല്ലാം വെക്കണമെന്നുള്ളതു് ഉത്തമമായ രാഷ്ട്രീയവും, ധനശാസ്ത്രസംബന്ധമായും ഉള്ള ഒരു തിയറിയാണു്. പാലങ്ങൾ ഇല്ലാത്തതുകൊണ്ടു പലേടത്തും വളരെ അപകടം നേരിടുന്നുണ്ടു്. കഴിഞ്ഞ ബഡ്ജറ്റുസെഷനിൽ ദിവാൻപ്രസിഡണ്ടു് അവർകൾ "ഷൊറണൂർ പാലം പണിയുവാൻ പോകുന്നു,—ചുങ്കം വെക്കുവാൻ പോകുന്നു"—എന്നെല്ലാം പരസ്യമായിട്ടു പറഞ്ഞപ്പോൾ അതിനെ ബഹുമാനപ്പെട്ട മെമ്പറുടെ കക്ഷിയിൽപെട്ട മറ്റു മെമ്പർമാർ ആരും എതിർത്തില്ല. ഈ സഭയുടെ അനുവാദത്തോടുകൂടിയാണു ചുങ്കം വെച്ചിട്ടുള്ളതു്. അതുകൊണ്ടു ഞാൻ ഈ ഉപക്ഷേപത്തെ യാതൊരു നിവൃത്തിയുമില്ലാത്ത നിലയിൽ എതിർക്കുന്നു.

***Mr. V. K. Aravindaksha Menon** *(Chief Engineer):* Sir, I have already stated on many occasions that for the construction, re-decking, and improvements to the Shoranur Bridge the cost came to

*Speech not corrected by the hon'ble member.

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about Rs. 50,000 and that this Government would have very willingly undertaken this work, had the Malabar District Board been reasonable enough in paying a moiety of this expenditure. We corresponded with that body several times and they repeatedly told us that they are unable to meet this expenditure. And the cost of Rs. 50,000, we had to spend on an inter-statal bridge which will be used by both the parties, is too much for this State to spend by itself. So, we came to the conclusion that it is not proper for us to spend the whole amount on this bridge, but to do the work on a capital basis, i. e., as an investment; so that we may get an interest on the money spent. We accordingly under-took the work. From the figures we found we could get about 6,000 rupees even if the toll is reduced to half and the prevailing rates are fixed on that basis. The construction was ordered and is completed a few months back. Not only in this State, but also in other countries several bridges have been constructed on this basis.

A bridge may cost 2 or 3 lakhs of rupees and it may be unfair to charge the present generation towards the whole cost of the bridge which will be enjoyed by the people for so many years,so that money is spent on this basis, and the interest I mentioned credited to the Government, and a portion of the capital expenditure written back. It will be possible to write back the entire capital expenditure on this bridge in a series of years and according to the present rate it could be written back fully within 12 or 15 years. Then the bridge-toll could be abolished.

I agree with the hon'ble member, Mr. Ikkanda Warriar as regards the large number of tolls one has to pay if he has got to travel some 40 miles by road from Shoranur to Karupadanna. As a member of the Trichur Municipal Council, I would ask him whether it is fair for him to charge the same rate of 12 as. for a motor car or 1 or 2 rupees for lorries and buses, if one has to pass through 2 miles of the town road *(hear, hear)*. I think it is much more improper for the Municipality to charge that rate for vehicles than it is for Government to charge half the amount on a bridge on which they have spent such a large amount of money.

Mr. C. R. Iyyunni *(Trichur-South):* On a point of information, Sir. May I know whether Government would have dropped the idea of levying this toll if half the amount of the expenditure has been forth-coming from the Malabar District Board?

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* That was the idea at first.

Mr. C. R. Iyyunni *(Trichur-South):* Now we are getting about 6,000 rupees. Will it not be enough if we get Rs. 3,000 to meet the interest at the rate of 3 or 4 per cent and to adjust a portion towards the sinking fund?

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Mr. K. R. Viswambharan *(Ezhuvas-Talappalli):* May I know whether this is going to be a permanent feature?

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* For 12 or 15 years only.

***Mr. E. Ikkanda Warriar** *(Cheruthuruthi):* Sir, in reply, I do not wish to say much to the arguments advanced by the hon'ble member for Kunnamkulam except to say that I do not agree with his economic theory.

Mr. A. V. Moothedan *(Chalakkudi):* It is a practical principle.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* But I do not subscribe to it. That is my difficulty. All sorts of irrelevant names and undigested matters were brought before this Council. I think I have a better sense of the value of time of this Council than the hon'ble member has, and I do not therefore propose to answer those points.

Now the main argument advanced by the Government was the refusal of the Malabar District Board to give any contribution. I do admit that it was not proper on their part to have non-co-operated with this Government on a matter like this. Probably we do not know exactly what was their reason in doing so. It may be that they could not find the necessary amount for financing the bridge. It may be or it may not be that. But I ask, why should our people suffer on account of the non-co-operation of the Malabar District Board? That is the question we have to consider. Owing to the non-co-operation of the District Board in this matter of contributing their share, the people of the Cochin State are made to suffer. And after all, is it such a big amount which the State cannot bear on itself? Our State, I understand have been constructing bridges costing 25 and 30 thousand rupees and have even spent one lakh of rupees on the construction of bridges. I may point out the instance of the Cheerakuzhi bridge and I hope there are many other bridges of that kind for which the whole of the amount was spent by the Government.

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* They are all internal.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* That doesn't matter. The alternative proposal I made will meet the requirements of the situation, i. e., to levy tax only on those vehicles that come into the State from outside which have not been registered here. In that case, we will be able to get at least half of the amount that we now expect to get from the toll. If the Government were prepared to spend Rs. 50,000 they should make up only this sum by the levy of

*Speech not corrected by the hon'ble member.

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toll and not the full amount of Rs. 1 lakh which they may have spent now, by the non-co-operation of the District Board. If my proposal is accepted there will be no difficulty and that amount can be recouped in 10 or 12 years. The Honb'le Member for Engineering referred to what is being done by the Trichur Municipality with regard to the two miles of road. But the position is not as the hon'ble member suggested. We are maintaining 60 to 70 miles of road in the Trichur Town and we are allowing them the whole run of the roads for the full 24 hours.

Mr. V. K. Krishnankutty *(Ezhuvas-Trichur):* You can do that there also. *(Laughter).*

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Unless you are a madcap you won't suggest the use of the bridge like that *(Laughter)*. There is no necessity for it and therefore that argument will not stand. Here it is a bridge and there there are 67 miles of excellent road which you can use all the 24 hours and not for merely passing once through that road. I therefore submit it is a very hard case and I would request the Government to reconsder their position. I do not know under what circumstances the hon'ble member who represented my constituency before me did not object to it, if as a matter of fact he came to know that such a levy is going to be made. But whatever that be our people really know the pinch only when they are affected. They are generally indifferent about these difficulties until they actually experince them, and as usual in this case also, they did not know it. I am sure the Government will reconsider their position now that it is put before them. Since I find that one section of the House has not been able to see eye to eye with me on this matter, and since I am sure the Government will reconsider the position when once they realise the difficulties the people are put to on account of this levy, and since I consider that some more time should be given to the Government to ponder over this matter, I beg leave of the House to withdraw my cut motion in the hope that I can bring a similar motion some time later.

The motion was, by leave, withdrawn.

Mr. President: Mr. V. J. Mathai will move his cut motion No. 3. which is to come under Communications.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Sir, I may be allowed to submit that the usual practice is to allow the members to move their respective cut motions according to the alphabetical order of their names. I do not know what principle is generally followed here.

Mr. V. J. Mathai *(Planters):* Then a man whose name unfortunately begins with *z* will have no chance. *(Laughter).*

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Mr. President: We will follow the arrangement that is followed in this order paper. Priority of notice may be the criterion adopted here.

Cut Motion No. 2.
To connect the Kanjiramittam market with the Veliyanad Road.

Mr. V. J. Mathai *(Planters):* Mr. President, Sir, I move that *the allotment of Rs. 2,08,200 for Communications Original be reduced by Re. 1.* The object of the cut is *to discuss the need for connecting the Kanjiramittam Market with the Veliyanad Road (Cochin-Kanayannur Taluk).*

ഈ ഉപക്ഷേപത്തെ സംബന്ധിച്ച് രണ്ടു വാക്കു മാത്രമേ ഞാൻ പറയുവാനുദ്ദേശിക്കുള്ളു. കാഞ്ഞിരമിറ്റം ചന്ത ഇപ്പോൾ പ്രധാനപ്പെട്ട ഒരു ചന്തയായി തീർന്നിട്ടുണ്ട്. ഞാൻ പറയുന്ന സംഗതി ബഹുമാനപ്പെട്ട മന്ത്രി അവർകൾ സമ്മതിക്കുമെന്നതന്നെ ഞാൻ വിശ്വസിക്കുന്നു. ഇതുയും പ്രധാനപ്പെട്ട ഒരു ചന്തക്കു നേരെ കിഴക്കോട്ട് ഒരു പ്രവേശനമാർഗ്ഗം ഇല്ലാതെയാണിരിക്കുന്നതു്. ആ ചന്തയുടെ നേരെ കിഴക്കു വെളിയനാട് മുതലായ സ്ഥലങ്ങളിലുള്ള പത്തിരുപതു ചതുരശ്രമൈലോളം റോഡുമുഖാന്തിരം സഞ്ചരിപ്പിക്കപ്പെട്ടിട്ടില്ല. ആ വിവരം ഗവൺമെണ്ടിനെ മുമ്പാകെ കൊണ്ടുവരുവാനാണ ഞാൻ ഈ ഉപക്ഷേപം അവതരിപ്പിച്ചിട്ടുള്ളതു്. ഈ സംഗതിയിൽ ഗവൺമെണ്ടു ദയവായി ആലോചിച്ച് അനുകൂലമായ ഒരു മറുപടി തരുമെന്നു വിശ്വസിക്കുന്നു.

Mr. T. P. Poulose *(Kanayannur):* Sir, I second this motion. The road referred to in this cut motion is for the benefit of an area in which there are very few roads and no other means of communication. The desam called Veliyanad will be about seven miles away from this market and there are no means of communication by which people can come to this market. The area to the east of Veliyanad is Travancore territory and there is a market at Piravam in Travancore territory. Most of the people from Veliyanad and adjoining places are now going to the Piravam market. If some money is spent on the suggested road, to some extent at least, Government will be compensated by the additional return from the Kanjiramittam market.

Mr. C. V. Iyyu *(Kunnamkulam):* Sir, I would suggest that all the motions regarding road communications of Mr. Mathai may be taken together as one motion and all those relating to canal communications may be treated as another motion, so that much valuable time may not be lost. *(Laughter).*

* **Mr. V. K. Aravindaksha Menon** *(Chief Engineer):* Sir, the question of connecting Veliyanad with Kanjiramittam market has been before the Government for many years now. It is in fact a country over which there are very few roads at present. There are certain Panchayat roads, for example, the one starting from the

* Speech not corrected by the hon'ble member.

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